

The Cairo Evening Bulletin.

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JOHN H. OBERLY & CO.

CAIRO AND THE GREAT WATER ROUTE.

The Mississippi river and its tributaries furnish channels that cannot be improved upon for the transportation of the surplus products of the Northwest to the best markets of the world. For many years the men and money, the overshadowing railroad corporations and commercial greatness of New York, have compelled a large scope of the upper portion of the Mississippi Valley to pay tribute to them; but nature is rapidly reasserting itself, and bringing about an order of things in the agricultural and commercial affairs of that section that must lead to a more perfect independence and a greater degree of thrift and prosperity.

Of this desirable change we have evidence that is strengthened daily. New Orleans, the last great natural entrepot for the surplus products of the Mississippi Valley in their transit to foreign markets, presents wharves crowded, warehouses full and merchants busy beyond precedent. And why? Because the great valley is at its work of employing its elements of greatness to the advancement of its own glory. It is paying legitimate tribute to its own cities and withholding it from the Atlantic seaboard. It is using its own channels of trade, provided for it by a munificent nature, and tearing itself from the grasp of railroad tyrants and despots that so long have held it in a vice-like hand. Its people are discovering that their own dollar is as valuable as the dollar of the grasping New Englander; and that by employing it in the importation of their supplies via New Orleans and the "Great Father of Waters," or in the exportation of their surplus products by the same route, they are building up themselves and their country and not the cities and people of the East. It is no longer an uncertainty, but an ascertained fact, that nature has provided our great valley with the cheapest route to the best markets; and the growth and prosperity of the country will be measured by the extent to which the people patronize it. Appreciating this fact, St. Louis has long patronized it; and the inauguration of the through grain trade having increased the available tonnage, Chicago merchants, on the extreme north of the valley, recognize the superiority of our water route, and are providing for the importation of goods through New Orleans and the Mississippi. Not one, but many agents from that city, are now in New Orleans arranging for the direct importation of quinquina from Liverpool, for the reason the route is a cheaper one than through New York or Boston.

A good line of steamers is now plying between New Orleans and Liverpool, well supported by the through trade already. When the grain trade assumes greater and grander proportions, as it will, more vessels better adapted to the trade, will be introduced, regular and reliable business lessening rates, until even in the matter of ocean freights we shall compete with New York, saving the marked and enriching difference in the cost of inland transportation.

The point of aggregation, if we may so speak, for the vast imports that must come up the Mississippi, and the vast exports to go down that stream, must be Cairo. Cairo must serve as the entrepot for the millions of bushels of grain; for the tens of thousands of barrels of pork and flour that will be yearly started for foreign markets over the Illinois Central and Cairo and Vincennes railroads; and for the importations seeking distribution over the same thoroughfares. And in the winter time, when the upper streams are locked by ice fetters, the Cairo and St. Louis road will pour into our warehouses the consignments St. Louis can no longer send forward by steamer, and bear from our warehouses her vast importations stopped here by the same insurmountable obstacle.

This is not mere conjecture; but a sober, unvarnished foreshadowing of what will, in a few years, grow into a reality. Nature has been very positive in its works, and in accordance with its arrangement, the result foretold is sure beyond contingency.

THE MISSISSIPPI ROUTE AND THE QUEENSWARE TRADE.

The St. Louis Journal of Commerce, speaking of the superiority of the through route furnished by the Mississippi river, says that although satisfied of the ultimate general recognition of that superiority, it was not prepared to see Chicago merchants recognize it so soon after the inauguration of the grain movement. "We have to announce the fact," says that Journal, "that a representative of one of the largest Chicago houses passed through St. Louis this week on his way to New Orleans to make arrangements for the receipt and forwarding of queensware, via New Orleans and the Mississippi, to Chicago. This admits that they cannot compete with us in shipping via New York and Boston, and of course they cannot ship to Chicago as cheaply as we do to this point. This reminds us of what our leading importing queensware house, Chauncey I. Filley, has always insisted upon, that this is, and is bound to be, acknowledged the best queensware market in the west. So the cheap freight system moves on, and when the wholesale houses admit the fact, their customers will not be slow to see it and act on it also. St. Louis has greater facilities to-day than any other city, and it is only necessary to show them up."

What is said of St. Louis as a queensware market applies with still greater force to Cairo. The house of Mark, Parsons & Co., of this city, have for several years imported via New Orleans; and enjoying what St. Louis does not, constant water communication with Liverpool, they have all seasons their own, and the advantage of every

favorable fluctuation of the markets or freights. Two hundred miles nearer the source of supply, with facilities for distribution enjoyed by no other city on the continent, Cairo, and not St. Louis, must in time, become distinguished as the great queensware market in the west. Messrs. M. P. & Co. sell imported queensware, to-day, cheaper than any other house west of the Allegheny mountains; and no buyer can furnish them an invoice from any solvent St. Louis house that they cannot and will not gladly duplicate. Filling bills at St. Louis prices would be a most welcome business with them as it would add, most certainly, from three to five per centum to their present profits.

CAIRO, THE SOUTHWESTERN TERMINUS OF THE GREAT PENNSYLVANIA CENTRAL RAILROAD. A GRAND ACHIEVEMENT.

The fact becoming known that the Pennsylvania Central Railroad, one of the wealthiest corporations in America, had leased in perpetuity, the Vincennes and Indianapolis railroad, a number of the prominent citizens of Paducah repaired to New York, for the purpose of diverting the great southern route via Cairo, over a line through Paducah. With maps and profiles, a liberal tender of aid, and a proffer of a use of any or all the streets and avenues of their city, they made a showing quite formidable for Cairo interests to assail. They represented, too, that the corporate authorities of Cairo had peremptorily refused to permit the Cairo and Vincennes road (which is a link in the southern route) to enter the limits of the city, and that, as a consequence, the depots would have to be located and connections formed at a point outside of the city that was under water during nine months of the year. What might have been the effect of this showing we may never know, for at the moment when it was most persistently urged, a dispatch was placed in the hands of the gentlemen representing Cairo, to the effect that our corporate authorities had decided to tender the C. & V. R. R. Co. the use of Commercial avenue, whereby the obstacles urged by the Paducah interests might be overcome, and the closest and cheapest connection possible be made with the southern lines and the lower Mississippi!

The welcome intelligence now reaches us that negotiations are about perfected for a perpetual lease of the Cairo and Vincennes road to the Pennsylvania Central, action in the premises having been greatly hastened by the act of our city authorities tendering the use of Commercial avenue. This arrangement will make Cairo the southern terminus of the Pennsylvania Central, and by proper effort on the part of our people, the seat also of its machine shops, workshops and foundries. An ample recompense, surely, for the surrender of a portion of Commercial avenue, admitting (as we do not) that all the local evils prophesied of, will be realized.

Latest by Telegraph.

WASHINGTON.

The Tenure-of-Office Law.

Negroes After Office.

THE CUBAN REVOLUTION.

Slaughter of Rebels.

THE TENURE-OF-OFFICE TROUBLE.

It was announced yesterday that the senate had agreed upon a modification of the tenure-of-office law that was satisfactory to the president. The matter coming before the house yesterday afternoon the fact became apparent that a large majority were opposed to the bill as fixed up in the senate. It was not decided, however, whether the house would add further amendments or make a simple motion to non-concur. Bingham spoke an hour in favor of the senate proposition.

THE NEGROES ENTER AN APPEARANCE.

The national executive committee of colored men yesterday discussed a paper in favor of a memorial to heads of different government departments, setting forth the claims of the colored people to a portion of the patronage of the government, citing their services in war and in subsequent elections, and asking that positions be given them. Further consideration of the subject was postponed.

CUBANS KILLED BY THE SPANIARDS.

Havana specials to the New York Tribune under date of the 26th say that three men were killed during the disturbances last Sunday. It is said, for replying to insults of the Spaniards.

CHEERING AT AN EXECUTION.

A great crowd of Spaniards cheered over the execution of the Cuban Romero. He was shot on the wharf, in sight of the prisoners who were leaving for Africa. The volunteers had furiously demanded this life.

REPORTED SUCCESS OF THE REBELS.

The impression still prevails that Santiago de Cuba has been taken by the rebels, and it is reported that there are fresh outbreaks near Matanzas.

MAD DOGS ABROAD.

A number of mad dogs have made their appearance in New York, Syracuse, Buffalo and Michigan City.

Chang and Eng are married to two sisters, the daughters of an American clergyman. Each brother has nine children. The family of Eng consists of six sons and three daughters; the family of Chang consists of three sons and six daughters. Their first children were born within three or four days of each other, the others at irregular intervals. Chang's ninth child was born three months ago.

JOINT SESSION OF THE CITY COUNCIL.

[Special Meeting.]
Cairo, Ill., March 23, 1869.

Present—Mayor Oberly and Aldermen Brankle, Carroll, Gibson, Hulen, Hendricks, Kennedy, Lohr, Longman, Mendel, Redman, Theobald, and Councilmen Jorgensen, Martin, O'Callahan, Rearden, Williamson—16.
The Clerk presented the official bond of Otis P. Lyon, City Comptroller, in the penal sum of \$5,000, and on motion of Alderman Mendel the bond was approved and ordered on file.

The following bills were presented and referred to the committee on claims:
Bill of John T. Rennie for services as Commissioner of the Board of Public Works, amounting to... \$100 00
Bill of James Garland for services as Commissioner of the Board of Public Works, amounting to... \$150 00
Bill of Dr. H. Wariner for professional services rendered Lawrence Riley, who fell or walked off the sidewalk, near the corner of Fourth street and the Ohio levee, amounting to... \$50 00
Bill of Richard J. Maginnis for work done on crosswalks of the city, amounting to... \$21 00

The city attorney presented the following communication, which was received:

To the honorable Mayor and Council of the City of Cairo:
Gentlemen: In obedience to a resolution passed at your last meeting in joint session, requesting a report from the city attorney of the steps taken in the suit of McGinnis vs. the city, I made a report, to be found in the published proceedings of the last session of the select council. Knowing and appreciating your concern to be fully advised in reference to this matter, I hereto append a letter received to-day from John H. Bird, Esq., counsel for the city, which, in my opinion, merits your careful consideration.

As the legal adviser of the city, I am fully prepared to say that in my opinion Mr. Bird's charges are moderate; and when viewed in connection with the confidence of early success which he so unhesitatingly expresses, and which every one who examines the matter must predict, I think should be met and satisfied by you without hesitation.

Respectfully,
L. P. BUTLER, City Attorney.

New York, March 20, 1869.
Lewis P. Butler, Esq.,
Treasurer of the City of Cairo, Ill.

I read your letter of March 17th at hand. I entertain precisely the same views in respect to the case and line of defense that you do. I cannot at present conceive how the plaintiff can succeed in this action.

Our appellate court holds corporations strictly to their delegated powers. No city can issue bonds for any other than municipal purposes.

Innocent holders are not protected, as the bond falls for want of consideration.

But I apprehend that the decision here will be determined by the "lex loci contractus," and therefore I would be obliged to you if, by your leisure, you would collate a few authorities for me.

Was the statute prescribing the method and granting to cities, &c., power of subscribing to the capital stock of railroad companies, an act in relation to the issuing of the bonds? Not that I think it important, but I always like to know the pros and cons.

Has any interest ever been paid on the bond? I have obtained information to the effect that the bonds other than the five thousand dollar one have been paid since the suit was brought.

I will so plead as to make them produce the bonds on the trial. Please also let me hear of the actual cash disbursements. In a matter of this magnitude, the retention of the \$2,500 bond is a bright sore mark.

I wish you would favor me by having the city retain the bond. I have no doubt, whatever, of success. Thanking you for your full note,
I am yours, truly,
JOHN H. BIRD.

Alderman Gibson moved that, in the opinion of the last meeting, the retainer of \$250 should be forwarded to John H. Bird, attorney for the city, in New York, which motion was lost by the following vote:

Ayes—Carroll, Gibson, Hulen, Lohr, Redman—5.

Nays—Brankle, Hendricks, Kennedy, Longman, Mendel, Theobald, Jorgensen, Martin, O'Callahan, Williamson—10.

Councilman Rearden excused from voting. Councilman Jorgensen offered the following preamble and resolution which were adopted:

Whereas, in pursuance of ordinance No. 3, entitled "an ordinance to provide for the issuing of \$5,000 in city bonds to the Cairo and St. Louis railroad Company, passed at a duly convened meeting of the city council, on the 2nd day of April, A. D. 1866, ten aldermen voting for it and but two against it, after a report in its favor by a special committee of said council, and recommendation by the Chamber of Commerce of the city of Cairo, said ordinance having been duly signed and approved by T. Wilson, mayor, a bond for \$5,000, payable in two years after date was issued to said R. R. Co., upon condition that the said sum of \$5,000 should be credited to the city upon any subscription that might thereafter be made by it to the stock of said company, and

Whereas, it is understood that the proceeds of said bond have been used to defray, in part, the cost of the survey of said road and the expenses in procuring subscription to its stock, which subscriptions now amount to \$50,000, the cost of said survey having been \$8,219.69 and the other expenses \$1,145.25, as has been reported to and approved by the board of directors of said company, and

Whereas, The voters of the said city of Cairo, at a special election, held on April 30, 1866, by a vote of 673 in favor, to 42 against it, determined to subscribe \$100,000 to the capital stock of said R. R. Co., and the said company are now, always have been and ever will continue to be ready, when called upon, as their officers represent, to credit the amount of said \$5,000 bond on said subscription of \$100,000 as provided for in said ordinance, and

Whereas, The whole amount of funds used to pay for the cost of the surveys of said road and of procuring subscriptions amounting as above specified to \$9,355.24 has been contributed by the two banking institutions of the city, a few individuals and the city of Cairo, (through and by means of the bond in question,) and in an enterprise of such general benefit, it is proper that the city at large, should contribute its share, and

Whereas, The credit of the city requires that its obligations thus incurred in good faith and after due consideration and deliberation, should be promptly and honorably discharged, and an effort to evade their payment and thus repudiate just contracts, would not only be a discreditable imputation upon the honor of the city, but would also in this instance greatly embarrass the operations of the railroad company to whom the said bond

was issued, both by reducing its pecuniary means and depreciating the value of its bonds, which the city has promised to issue in aid of its construction; therefore, be it

Resolved, That in the opinion of this meeting the city treasurer should be, and hereby is authorized and directed to pay the amount principal and interest of said bond for \$5,000, issued to the Cairo and St. Louis railroad company, upon its presentation to him at his office in this city, out of the sinking fund in his hands, set aside for the redemption of this and similar obligations, or out of any other funds in his hands, belonging to the city, not otherwise appropriated.

Alderman Redman offered the following resolution which was adopted:

Resolved, That, in the opinion of this meeting, the right of way should be granted to the Cairo and Vincennes railroad company, through Commercial avenue to any point in the lower part of the city at which said company may desire to locate their depot grounds, provided such right is granted, conditioned upon their laying the track of the road to the grade of the avenue, constructing approaches at the cross streets over their embankment, protecting the rails in such a manner as not to interfere with the passage of vehicles over them, and agreeing to such other conditions as may be necessary to protect the public interests.

Resolved, That the Ordinance committee be instructed to prepare and report at the next meeting of either branch of the city council, an ordinance in accordance with the provisions of the above resolution.

On motion adjourned.

PATRICK MCKELER, City Clerk.

TAX PURCHASER'S NOTICE.

To Samuel S. Taylor and Edwin Parsons, Thomas Vandenberg, N. W. Edwards, Philip Brown and all others interested:

You and each of you are hereby notified, that at a sale of real estate made by the sheriff and collector of Alexander county, Illinois, at the door of the court house, in Cairo, county of Alexander and state of Illinois, on the 26th day of June, A. D. 1867, B. F. Marshall purchased the following described real estate, situated in the city of Cairo in said county, for the state and county taxes, and costs due thereon, for the year A. D. 1866, to-wit:

In whose name assessed, taxed and sold.	Lot.	Block.	City or what Addition thereto.
Taylor & Parsons	18	67	City of Cairo.
Same	7	75	do
Thomas Vandenberg	5	4	First Addition.
N. W. Edwards	18	25	do
Philip Brown	27	40	do

And that the time allowed by law for the redemption of said real estate will expire on the 26th day of June, A. D. 1869.

B. F. MARSHALL, Administrator of said estate.

ADMINISTRATOR'S NOTICE.
Estate of James Horden, deceased.

The undersigned having been appointed Administrator of the estate of Jas. Horden, late of the county of Alexander and state of Illinois, deceased, hereby gives notice that he will appear before the county court of Alexander county, at the court-house in the city of Cairo, at the April term, on the third Monday in April next, at which time all persons having claims against said estate are notified and requested to attend for the purpose of having the same adjusted. All persons indebted to said estate are requested to make immediate payment to the undersigned.

Dated this 26th day of February A. D. 1869.
W. N. FORBES, Adm'r.

STRAY MULES.

Taken up, in front of my residence this morning, (March the 19th) two small mare MULES, one of them black and the other a dark bay, both about ten hands high, the black one having about its neck a piece of rope halter.

The owner by coming forward, establishing his right of property and paying charges can take them away.
HENRY WHITCAMP.

STRAY MULE.

Taken up by the subscriber, in this city, on the morning of the 19th inst., a dark bay horse, MULE, about 11 hands high, 12 or 13 years of age. No positive marks discernable.

The owner by proving his right of property and paying charges can secure possession of the animal.
DANIEL BEAN.

MARE STOLEN—\$75 REWARD!

Stolen from the cane near the farm of James Keene, in Ballard county, Kentucky, opposite Mount City, between the 10th and 14th inst., a gray roan MARE, about 11 hands high, five years old; has a dark main and tail, all the legs except the right hind one, black to the knees, the exception one being white half way up and has the letter P branded on the left hind shank.

I will pay \$75 for the mare and thief, or \$50 for the mare alone, delivered at Woodville, McCracken county, by the 10th inst.

W. H. PENN.

MULE STOLEN.

From the cane near the farm of James Keene, opposite Mount City, in Ballard county, Kentucky, between the 10th and 14th inst., a bright sorrel mare MULE, stripes across the legs and shoulders, six years old this spring, and is about fourteen and a half hands high, and has a black main and tail.

I will pay \$75 reward for the mule and thief, or \$50 for the mule alone, delivered to me at Woodville, McCracken county.

O. H. OLDFHAM.

NEW CLOTHING!

Everything Fresh

BARGAINS FOR THE PEOPLE!

MILLER & MILLER

Having closed out their old stock of Clothing, have brought a

Large and Splendid Stock,

Which embraces every kind of

Fashionable Gentlemen's Wear,

And such as is suited to all classes.

They would ask especial attention to their supply of

Hats and Caps,

In which they profess to lead the market. Also to their

PIECE GOODS,

Which embrace all styles of Cloths, Cassimeres, Tweeds, &c., from which they manufacture

CLOTHING TO ORDER,

In the best manner, and strictly fashionable.

Their stock of

Gentlemen's Furnishing Goods

Is very complete, including many notions never before brought to this market.

Trunks, of every style, Valises, Carpet Sacks, &c.

Assured of their ability to sell goods from their new stock, cheaper than ever before, they rely upon a disinterested public to extend them the patronage they may desire.

LEGAL.

TAX SALE NOTICE.

To G. H. Allison, George W. Kellogg, John Q. Stancil, S. Suber Taylor and Edwin Parsons, heirs of Taylor & Parsons, George Hendricks, J. H. Heylin, John M. Kram, David H. Bracken, John P. McMillan, Patsy Giles, and her heirs, F. D. Atherton, Charles Thomas, David H. Mettick, John S. Taylor, Marinda Marchildon, James Thompson, M. Smith, Winfield S. Chapman, William Stewart, M. M. Rawlings, Asa Nix, L. L. Lightner, A. C. Dickerson and F. Vincent, and all others concerned.

You and each of you are hereby notified, that at a sale of lands at the door of the courthouse, in the city of Cairo, in the county of Alexander and state of Illinois, on the 26th day of June, A. D. 1867, for the State county, school, and other taxes and costs due and unpaid for the year A. D. 1866, I became the purchaser of the following and described city lots and lands, situated in the city of Cairo and the additions thereto, below set forth, and in the county of Alexander and State of Illinois, to-wit: and the persons below set forth respectively:

Date of Purchase.	In Whose Name Assessed, Taxed and Sold.	Lot.	Block.	City, or what Addition.
June 26, 1867	G B Allison	7	18	City.
do	same	14	18	do
do	George W Kellogg	17	18	do
do	same	18	18	do
do	John Q Stancil	19	18	do
do	same	20	18	do
do	same	21	18	do
do	Taylor & Parsons	22	18	do
do	George Hendricks	23	18	do
do	Taylor & Parsons	24	18	do
do	Taylor & Parsons	25	18	do
do	same	26	18	do
do	Taylor & Parsons	27	18	do
do	same	28	18	do
do	same	29	18	do
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do	same	31	18	do
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